The windows of the rooms which he occupied which were exposed to the storm were entirely blown in. Centrary to predictions of the weather tlerk, the wind redoubled in fury from the early hours of yesterday and blew continuously through out the night, and it rained as hard.

Great joy was manifested at 9:45 o'clock this morning when Western Union messengers were sent throughout the city to announce that the first train since Monday afternoon would start at 10 o'clock. A rush was made for the Camden and Atlantic Railroad station, and in less than ill five sections, and they were all sent. The by the elements. Many of those who went on this bardly realize the severity of the storm. Never cruiser Atlanta, which left the Navy Yard for Newhalf an hour there was a crowd large enough to first section, in charge of Engineer Harry Earl, Conductor Charles Ostrander and Brakeman Kane, started at 9:58. It had eight passenger coaches permanent bulkhead to protect the blaff, which was and a baggage-car. Every car was crowded, even to standing space. The trip across the meadows was one not soon to be forgotten. A bundred pleasure boats of all sizes were packed close to the roadbed. The masts of many of these had to be cut away this morning to permit trains to cross, construction train passed over at 4 a. m. The water was still high on the mendows and almost water was still high on the mendows and high water was still high on the mendows and high water was still high on the mendows and high water was still high on the mendows and high water was still high on the mendow was all high water was still high on the mendow was all high water was still high on the mendow was all high water was still high reached the fires in the locomotives. It was astonishing that the tracks could be so promptly placed in repair. All the trains of the Pennsylvania Railroad Company will run on schedule time to and from Atlantic City. Before the first section had reached Camden, John Westcott, an for the season. He said that in his experience of Atlantic City lawyer, and Edward Eldredge raised | thirty years on the New Jersey coast he had never \$40 for the trainmen.

Fifteen thousand people will leave here by to-morrow. This number, of course, includes many of the all-the-year residents. Houses in several places are untenantable, owing to the back flow of sewage caused by the flood. Many persons have been greatly frightened. Others have relatives in Philadelphia who are anxious for their safety, and as the mail and telegraphic communications are still uncertain, they will go

to that city.

Fragments of an old wreck were observed lying

Fragments of an old wreck were observed lying at the foot of Missouri-ave. It was found to be the wreek of the ship Breakwater, which foundered seven years ago just opposite this city, or directly on a line with Howard's pier. Collectors of mementes of the storm of September 10, 11 and 12, 1889, drew the bolts from the hull.

Forty feet of the New Iron Pier Pavilion were jammed against the rink at the foot of South Carolina-ave. Along the beach there are appearances of wrecks at sea. The life saving people are keeping a sharp lookout for vessels in distress. It is now thought that a portion of a wreck said to have been seen floating near the iron pier was the cause of the damage to that structure.

to have been seen floating near the iron pler was the cause of the damage to that structure.

Preceding the storm the waters of Great Egg flarbor Bay glowed with phosphorus. The beach is greatly washed, but no great damage has been done to hotel or cottage property.

At Highee's whurf the tide came up to the railroad bridge, and all the avenues notth of Arctic are under water, the latter being from twelve to twenty-four inches in depth. This morning the residents of that locality had to use boats and rafts in travelling to and from their homes. Three dwellings north of Kentucky-ave., in Balticney, were undermined by the water, and the occupants had to vacate the buildings. Charles Thompson and wife were in their cottage of India-ave, when it was undermined and carried India-ave, when it was undermined and carried Thompson and wife were in their cottage of India-ave, when it was undermined and carried from its foundation. The building fleated about e, when the occupants were rescued in a ne Hackett House was also fleated from

## MONMOUTH BEACH SUFFERS BADLY.

EVERY SIDE-MANY COTTAGES DESTROYED.

Monmouth Beach, N. J., Sept. 12.-The wind swept from the ocean across Monmouth Beach and Low Moorall day with such termendous force that it was with great difficulty that pedestrians could make any headway, and carriages threatened to topple over every instant. The broad roadway was strewn with all kinds of flotsam. Here and there re little gullies cut across the roadway where

the sea had run in over the little bluff along the ocean front and, sweeping down the lawns, had run far beyond the west side of the road. The surf carried with it boxes, barrels, pieces of boards, seaweed and debris of all kinds. In several places the surf piled this refuse up in the roadway to a depth of three to five feet. Scattered about the THE GREAT CAMP-MEETING RESORT DOES NOT roadway were seen huge timbers torn from bulkheads, which had been carried 300 to 400 feet cottages were covered with broken timbers, tin cans, seaweed, corks and straw.

The surf was rushing inland with such force that when it struck the cottage bulkheads it boomed like a cannon and the spray flew over the cottages and fell in showers 200 feet inland, Gangs of men and women servants were busily engaged in packing up the valuables and furniture of the families who vacated the cottages yesterday. On the west side was an immense inland lake formed by the south branch of the Shrewsbary River, which had overflowed its banks and run over the lowlands. The still-water bathing-houses, wharves and yacht-houses of the sottagers on the bank of the river are all submerged, and most of them will be total wrecks. The water has backed up within a short distance of the pretty Casino erected a few years ago by a club of the cottagers. The bulkhead of the large cottage of Brayton Ives, the New-York banker and broker, has been partially torn away and the surf was surging oack and forth around both ends of it to-day and earing out the beautiful lawn. It looked as if the beautiful Queen Anne cottage would be knocked to pieces by the powerful waves. This cottage was occupied last summer by William Mertins and family, of No. 16 West Thirty-eighth-st., New-York, Mr. Mertins's servants were basily engaged all day in removing his goods to the railroad station for shipment to New-York. Mr. Ives had been informed by telegraph of the danger of his cottage.

On the lot south of Mr. Ives's cottage was a huge mass of broken bricks and twisted timbers. Boards, beams, doors, window-frames and various kinds of household goods covered the lawn as far west as Ocean-ave.; this lot of shivered timbers west as Ocean-ave.; this lot of shivered timoers and crushed furniture was all that remained of the pretty little cottage of George Blagden, banker, of No. 24 Pine-st. The wind whistled and shrieked through the timbers of the wrecked sottage as if rejoicing over the havee wrought by the storm, and sent small weather-boards and shingles sourrying out over Ocean-ave, into the shrewsbury River. This cottage was vacant last shrewsbury River.

shingles sourrying out over Ocean-ave, into the shrewsbury River. This cottage was vacant last aummer. A little heap of badly twisted and splintered timbers, broken glass and battered furbiture marks the site of the pretty cottage owned by A. F. Carpenter, of Nyw-York, that was destroyed by the waves yesterday morning. Pieces of weather-boards, broken floer-beams and shattered door frames were scattered over the lot on which the cottage stood intact only two days ago. A window-frame and some shingles had been carried over into Ocean-ave, by the waves and lay in the middle of the roadway, half-covered with sand. On some bushes hung the shreds of a pair of lace cuitains.

The bulkhead of the cottage of George F. Baker, the president of the First National Bank of New-York, at North Long Branch has so far successfully withstood the terrible blows of the surf. This cottage is one of the finest summer homes on the New-Jersey scacoast. The lower story is of brown sandstone. The upper stories are covered with old-fashioned Dutch tiles of a deep-red color. Mr. Baker's bulknead is the only one here that is filled in with stone. This afternoon the surf was surging in and out among the stones with such force that the spray and foun were sent entirely over the cottage and half way across Ocean-ave. The eluster of bathrug-houses belonging to Mr. Baker's cottage has been washed out to sea in small pieces.

Next to Mr. Baker's cottage toward Long Branch

belonging to Mr. Baker's cottage has been washed out to sea in small pieces.

Next to Mr. Baker's cottage toward Long Branch is the cottage erected by the late Frederic Potts, the coal merchant. The surf had torn a big 230 into the bulkheading, and was paunding away at the lawn and tearing out the dirt by the carload. This cottige was occupied last season by J. A. Strasberg and family, of New-York. They vacanted it on Tuesday morning. The cottage of William L. Street, occupied last summer by William Hocy, the son of John Hocy, the president, of the Adams L. Street, occupied last summer by William Hoey, elimate. For steaks, the son of John Hoey, the president of the Adams ters, baked beans, a ters, baked beans, a ters, company, is baddy undermined, and the safe truns under the foundations on the ocean side. Strewsbury, N. J.

ROARING ON SEA AND LAND, (Continued from First Page.)

(Continued

them stranded amid the wreckage there. The bulkheading of the Episcopal Church of St. Peter's in Galilee has not been damaged by the surf, but the sea has washed around both the north and south sides of the edifice out into Ocean-ave, and left drift of all kinds in its wake.

THE CRUMBLING LONG BRANCH BLUFF. FIELDING SLOWLY BUT SURELY TO THE TER-

RIBLE FORCE OF THE SEA. Long Branch, Sept. 12.-From early in the day until it became too dark to distinguish objects at a distance of more than a few feet, many of the cottagers who remain here were to be seen wandering tour of inspection were men who have for some time past been prominent in advocating the building of a of all things their pride. Its beauty is spoiled now, and there is nothing left to console them in that Eut even then it was nothing to this scorm for fury foundation of the report were without avail, and there is nothing left to console them in that it. To place it in its former condition will cost many thousands of dollars. It will be a long time before cottagers and hotel guests still remaining were greatly distressed, and only the more hardy ones ventured out of doors. Down at the Ocean Pier Superintendent Frank M. Taylor, sheltered from the wind by the company's office, stood, and to inquirers declared that no one would be allowed on the pier, that it was closed seen a storm the fury of which equalled that of the last few days. At one time on Wednesday the breakers dashed against the pier to such a height and with such violence that the iron railings on the outer end and the roofs of the sheds on it were damaged slightly. On this point he said:

"I never before saw the surf ran, so high. Why, the roofs of the sheds which were damaged on the pier are sixty-five feet above low-water mark."

To-day many persons occupied their time in preparing to return to their city homes. A number of families left here and every train carried several who were driven away by the severity of the storm. The cuts in the beautiful bluff along the east side of Ocean-ave, are much larger than they were yesterday. The big cut that began near the Grand View Hotel at Ocean and Sea View aves. now extends nearly to the north line of the Hotel Brighton property. In one place the cut extends half-way into tecan-ave and lights are placed there at night so as to act as a beacon to those who are driving up or down the beach In front of the old King cottages north of the Grand View Hotel is another cut. Here the surf has carried away the bluff for a distance of nearly two hundred feet and for a width of five to fifteen feet. The bulkheading in front of the cottages of Oliver Doud Byron was intact up to the middle of this afternoon. On the bluff, opposite Leiand's Ocean Hotel, was a mass of beams and boards. It was the remains of the bathing-houses that were forn apart and hauled up to the top of the bluf by a late peaches have all been destroyed. Apples and gang of men employed by Mr. Leland. The surf has taken several good-sized bites out of the bluff here, but it is yet some distance from the eastern line

fere, but it is yet some discate the contagers of Ocean-ave.

The south Shrewsbury River has overflowed its banks and backed up into the stables of the cottagers at North Long Branch and Monmouth Beach. Over at Pleasure Hay a number of pleasure yachts have heen beached by the waves. The water has overflowed the lawns of the hotels of W. W. Wright, John F. B. Brown and E. Hartz Price. Several of the wharves have been swept away by the hig waves. Several dead bodies were seen to-day floating amid the wreckage that filled the surf. Owing to the terrible force of the waves no attempt was made to bring them ashore.

Several of the great timbers forming the fenders at the steamboat landing on the south side of the big Ocean Pier have been partly torn loose and they swing to and fro with the heavy waves. There is a cut in the edge of the bluff from the cottage of the late Judge Albert Cardozo southward for several hundred feet. This cut extends into Ocean-ave, an average width of ten feet. Opposite the summer home of Dr. Joseph A. Booth, brother of Edwin Booth, the actor, the surf has cut ifs way through the bluff into the roadway for some distance. The new bulkheading erected by the town authorities from Cottage Place to the Howland Hotel has so far resisted successfully the pounding of the huge waves. No bulkheads south of the West End Hotel have been injured by the sea. There is still another cut into the bluff nearly opposite Jauch's Hotel, and the sea is slowly cutting its way toward the centre of Ocean-ave. ral of the great timbers forming the fenders at

## ELEMENTS FOILED AT ASBURY PARK. SUFFER GREATLY.

Asbury Park, Sept. 12.-This place probably sufinland by the terrible surf. The lawns of the fered less from the storm than any place on the coast. Together with Ocean Grove it is sheltered by a point. Here the furious waves break with less force than upon the beaches north and south. The board-walk suffered a little more damage last night than on Tuesday night. Some precautions had been taken, nowever, and serious injury to it was averted. The beach, which has been the playground of people young and old, was washed out, and the music pavilion at the foot of Fifth-ave, and the board-walk was undermined. The sight of the foaming and roaring combers as they dashed in from the ocean was a grand one In the town, now almost deserted save by its permanent residents, comparatively little damage was done.

Caleb T. Bailley, chief of police here and confidential elerk to Mr. Bradley, the founder of the town, received encouraging reports this morning from the men e had sent out to ascertain the extent of the damage ione at the beach and about the town. were surprising and gratifying. He thought that the beach would be restored by the same force that carried it away. He said he had never known of so severe a storm in this vicinity.

This morning copies of The Tribune were at a premium, as it was the only newspaper that contained detailed descriptions of the ravages of the storm along chased as soon as the newspaper train arrived, and in a short time not a copy was to be had. People here who had braved the storm and walked and rode along the coast to see for themselves what havor the ele ments had wrought confirmed every statement made in The Tribune concerning the storm hereabouts. The dismantled tin roof of the Colonnade Hotel

hung over the south side of that big building until it reached half way to the ground. The strong wind banged it about, and when it struck the side of the hotel the report could be heard for some distance. The rain poured down through the unprotected boards of the roof, trickled down the walls, and formed big puddles upon the floors of the bedrooms. The wind loosened the tin roof of Sunset Hall, on Fourth-ave... but it was spiked down before any serious damage was done. The wind ripped a lot of slate shingles from the roof of the Hotel Brunswick, at Kingsley-st. and Fourth-ave., and scattered them in fragments over the streets and vacant at the foot of Fifth ave. The big Fifth-ave, pavilion of James A. Bradley, although undermined to some extent, will no doubt withstand the assaults of the surf. The fishing pler which is so popular with summer visitors has been twisted out of shape by the waves, and the railings on which the patient fishermen leaned their reds while trying to lure big bass from the salty waters last summer have been torn away and scattered in fragments along the beach.

All trains bound both north and south were layed to-day by the storm. The trains over the sandy Hook Division of the Central Railroad of New-Jersey run only as far north as Sea Bright. Reports from Point Pleasant City told how the surf was rush ing over the narrow strip of sandy beach between the ocean and Harnegat Hay, pling sand and wreckage upon the tracks of the beach route from Long

age upon the tracks of the beach route from Long Branch to Philadelphia of the Permaylvania Radiroad. Going southward from Ocean Grove the driveway was found to be impassable at the north end of the bridge over Shark River Eay. The bay was so full of water that the water had run out over the roadway and covered it to a depth of ten feet. At Spring Lake Beach the sea has form out nearly every plank of the ocean walk from Hastings Square, the block of costly cottages owned by Mrs. Matthew Baird, of Philadelphia, up to the Hotel Wilburton, at North Spring Lake. The camping-ground of the Nathanal Guard of New orth Spring case.
The camping ground of the National Guard of New rsey at Sea Girt has suffered considerably from the

nber of small yachts and cathoats have been

No cyster stew complete without A dash of Shrewsbury Tomatoketchup. elimate. For steaks, chops, game, gravies, soups, fish, or ters, baked beans, macaroni, Welsh mrebits, hat buttered

Eusiness was practically suspended, and the puffing locomotives which are wont to pass through here at frequent intervals dally were not heard, for the Perth Amboy branch of the Central Radirond of New-Jersey had been so damaged that traffic had to be suspended. All day the streets have been more than aukle deep in mud, and in some places knee deep in water. weed and wreckage were strew about in great quantities, impeding the progress of such teams and pode trians as sought to go from one point to another. Flocks of stormy petrels, which had been driven inshore by the gale, hovered about all day. Henry Brand, who has for more than three decades engaged in fishing in this vicinity, said to-day that he could before had he experienced such terrible weather,

only fresh cause for despair. At several points the roadway had been so cut away as practically to ruin

A second inlet has been cut through the Sandy Every wave widens and decepns the new

#### FARMS IN DELAWARE LAID WASTE. BOMBAY HOOK PIER DAMAGED AND VESSELS

ASHORE. Dover, Del., Sept. 12 (Special).-The heavy northeast storm which has been sweeping over this region since Monday at midnight abated about six o'clock this evening. All over Kent and Sussex Countles the corn has been flattened to the ground. Fruit and in hundreds of orchards the trees have been wrenched off or so broken as to be worthless. The pears, which in lower Kent and upper Sussex promised a fair crop, have nearly all been blown off and destroyed, and miles of fencing have been torn down and ruined. The money lost to the Peninsula farmers cannot be computed. Along the coast at the Bayside resorts the havoe wrought excels that of the blizzard m March, 1888. At Bayview, Bay Head, Woodland In March, 1883. At Bayview, Bay Head, Woodland, Beach and Bowers Beach everything has been de stroyed and the marshes for miles are overflowed to a depth of several feet. At Bombay Hook the large floating pier of the Esitimore and Delaware Bay-Kailroad, which had just been completed at a cost of \$35,000, has been damaged to the extent of \$10,000. Two vessels, names unknown, are ashore at Little Creek and the connection with the lighthouse at that point is entirely cut off, as all the roads and bridges have been swept away.

PROPERTY DESTROYED NEAR CAPE MAY. Cape May Court House, N. J., Sept. 12.-The storm was the worst known since the blizzard, Holly Beach the tide reached Pacific-ave. At this writing no fives have been lost, but the following properties have been destroyed: Meech's house and pavilion, Duboise Cottage, Rodgers House and paon, Burk's two houses and the houses of Dr. Hutchinson, Needham, Babcock and Isle. More may go if the storm continues. At Wildwood the Wildwood Hotel is a total loss and part of the sea wall is gone. Anglesea is not submerged, as reported, but has thus far escaped with little damage, the pier bein the greatest loss sustained. These points, also Sea Isle City, Ocean City and Avalon, are entirely cut of from communication both by railroad and telegraph from communication both by railroad and telegraph, and the extent of the damage at the latter places can only be surmised. The report that Townsend's Inlet drawbridge and several cottages at Sea Islo were destroyed is generally believed to be true. The entire meadow is one vast sheet of water and the Anglosea train, which was wrecked on Tuesday, still lies in the ditch. The track is nearly all destroyed for a distance of five miles.

UNITED STATES SHIP STANDISH IN DANGER. Annapolis, Md., Sept. 12,-The U. S. S. Standish Boatswain John Sinclair commanding, now lying in the Chesapeake Bay, off Thomas Point, at anchor without a rudder, is in a bad way. The State of Maryland fishery force steamer Governor Thomas, Captain Thomas Howard commanding, endeavored reach her this morning, but could not get near her on account of the heavy sea. Sinclair asked that provisions be brought him. Sampson, of the Naval Academy, applied at 1:30 p. m. to Commander Plowman for the Govern mas to succor the Stand'sh either by towing her Thomas to succeive the state of the provisions. Commanded into harbor or by taking her provisions. Commanded Plowman ordered the Thomas to the relief of the Standish. The Standish reached the Naval Academy this evening, towed in by the State steamer Governor Thomas and the tug S. M. Johnson.

COLLISION OF TRAINS IN A FOG. Fort Wayne, Ind., Sept. 12,-In a heavy fog yes-erday a collision occurred at Miller's City, Ohio, forty miles east of here, on the Nickel Plate Road, which caused a loss of about \$100,000. The westbound fast freight, carrying fruit and merchandise, bound has freed train. Both locomotives and fifteen cars with their contents were destroyed. Engineers F. Ebert and A. J. Young, of this city, were hurt.

A TORNADO IN BRITISH COLUMBIA! Victoria, B. C., Sept. 12.-A whirlwind at Lulu sland, B. C., Tuesday devastated the whole country through which it passed, uprooting gigantic trees and leaving the land as hare as a board. As far as can be ascertained at present no lives were lost, though several homesteads were torn down.

HEMMED IN ON HIS LONELY ISLE. Captain Gilbert Horton, a Sound pilot, lives in mall cottage on Rat Island, which lies between City Island and Glen Island. Captain Horton is the only inhabitant of Rat Island, which consists of about five acres. When the storm swept through the Sound on Wednesday Captain Horton's boat broke from its porings and drifted away. The tide swept up to the door of his house and he was compelled to take refuge in the upper part of the building. All day vesterday Captain Horton's little home was surrounded by water and he displayed a distress-signal by holstby water aim in displaying a constraint attention. Rat Island is surrounded with rocks which at the ordinary ide can be seen plainly. Yesterday the crocks were completely under water and up boatman could be induced to go out to the island to Captain Horton's assistance.

TROUBLE IN LANDING HER PASSENGERS. The steamer City of Rome left Quarantine last evening about 5 o'clock, but was unable to land at her pier, as the steamer Hammonia, which arrived early in the morning, had taken her place. So she steamed up to Fifty-eighth-st., where she cast anchor and was met by a tugboat, which landed her pas

Said he: "Twenty-three years ago we had a storm report soon spread, and in a short while inquiries here that set all the old-timers to talking, and it were made at the Navy Yard by friends of those was a bad storm, too. It lasted for fifteen days. on board for tidings. All efforts to trace the original quarter. Turning to the famous sea-drive, they found and the damage it did. I don't expect to see this Atlanta sailed from the Navy Yard about 8 o'clock Hook peninsula above Highland Beach, and the sea is made in about twelve hours, but it is thought that rushing over into the Shrowsbury River with great before the vessel arrived off the harbor the bad weather came on and that Captain Howell ran off cottagers over on the Highlands of Navesink. The what he knew of the rumors, he said: "I don't tracks of the Sandy Hook division of the Central Rail. wonder that people are worried, but I think that road of New-Jersey were twisted into all sorts of the Atlanta is all right. Captain Howell was probably fantastic shapes by the heavy waves. Near the inclined not to go into the harbor in such a wind, new inlet, a train of passenger coaches and a and he is probably outside somewhere at his ease, locomotive were stalled. The sea ran under the There were 312 men on board, and she was a strong

cars, undermined the tracks, and forced the cars over toward the Shrewsbury River until the train was bent into V shape. This morning the surf surged into the cars, tore out the seat cushions and carried some of them over into the river. The water ran across the railroad tracks between Highland Beach and Sandy Hook in several places, and pited sand and Sandy Hook in several places, and pited sand seven weekage upon them to a depth of six and seven feet. The surf battered away all day at the railroad feet. The surf battered away all day at the railroad tracks between Highland out station at Highland Beach, and swayed in and out station at Highland Beach, and swayed in and out under the bulblings erected a year ago by the Highland Beach Association, and threatened to tear them loose and carry them out into the sea.

The telegraph wires are still down, but there is telephonic connection north and south. All day the operator at the office of the telephone company was kept busy answering the questions of summer cottagers who went to New-York last week. The report that the Peninsula House had been cut into two pieces by the surf is false. None of the large hords here have been damaged. Although the examplaces, it has worked no serious damage.

There were 312 men on board, and she was a strong ship, aithough she might go under if she tried to face the gale. I have been asked about her several times to-day, but do not know who started the rumor about her being foot and they been and left in good order. She has been in a gale before, and they been in a gale before, and they been a stored order. She has been in a gale before and asked has been in a gale before, and stearch she was drawn as to the probability of the loss of the Atlanta. The dispatch mentioned among other criterisms that "she is very deep in the water, and one of the penilarities of this type of vessels is their inability to ride over heavy seas. The heavy seas which she it runk is very deep in the water, and one of the penilarities of this type of vessels s very deep in the water, and one of the peculiarities | foundation and went floating out in the bay in sections Monday night and yesterday would have swept her off the piles it fell all to pieces and floated away on fore and aft, and the fear is that having such a low the tide. The jib and mainsall yacht Irene and three

r cruise to the West Indies. He said : "She is equal | tide. the most satisfactory vessel I have ever served in. Not a ship that I ever sailed in would have made such eas splendldly, and during eighty-nine hours in a he heavy weather did the sea interfere with the vorking of the guns. I don't think there need be my apprehension felt for the safety of the vessel, at

least not for the present. The Allanta is a protected cruiser, like the Boston, and carries a main battery of two 8-inch and six 6-inch guns, and a secondary battery of twelve rapid-fire and machine guns. Her displacement is 3.159 tons. The following are her officers: Captain J. A. Howell, commanding: Lieutenant commander A. R. Conden, executive officer: Lieutenant N. E. Niles, navigator: Lieutenants G. A. Calhoun and G. H. Peters, Ensigns H. S. Knapp. A. L. Key and J. M. Poyer, Surgeon Michael C. Drennan, Passed Assistant Surgeon S. H. Dickson, Paymaster E. Putnam, Chief Engineer W. H. Harris, Passed Assistant Engineer W. H. Harris, Passed Assistant Engineer W. F. Worthington, Assistant Engineer A. McAllister, First Lieutenant of Marines S. Mercer.

HER PECULIAR BUILD MADE HER A WET BOAT. Washington, Sept. 12.—The officials at the Navy Department are uneasy about the cruiser Atlanta. she left New-York three days ago for Newport, R. L. taking the outside passage, and must have encountered the recent severe weather in the open ocean The Atlanta has never before been in heavy weather. and her only sea cruise was one made to the Indies in the calmest conditions. She is cut away in her upper structure forward and aft, a peculiarity which affords a wide range of fire for her heavy guns, but at the same time renders her subject to heavy flooding in a head sea, and she has already proved to be a wet boat.

### NEW YORKERS SPEND A WRETCHED DAY. INCOMING STEAMERS HAVE ROUGH EXPERI-

ENCES-REPAIRING THE WIRES. New-Yorkers spent a miserable day yesterday. At o'clock in the morning the wind howled through he streets at the rate of twenty-four miles an hour, ending the rain at such an angle that umbrellas were of little use and people who were without waterproof oats had to submit to a complete drenching. A number of weather-beaten transatlantic and

oasting steamers arrived here yesterday, and all had practically the same experience to relate about the urricane. The Teutonic reached the bar on Wedne day night, several hours behind the City of New-York. she could not get a pilot and lay at anchor until resterday morning. The pilotboat A. M. Lawrence went on station early in the morning, and sent a dlot on board the White Star liner, which arrived at her pier about 11 a. m. The officers of the Teutonic say that the weather was favorable until Wednesday noon, when the wind drove at a fearful rate and the sea ran high. The steamer, however, rode the storm in splendid style. A heavy fog fell and continued ntil the Teutonic arrived at Quarantine. The Roanoke was sixty hours on the passage from

Norfolk, her ordinary run being twenty-two to twentyfour hours. On Monday at 10 a. m., eighteen mil from Cape Henry, she encountered the gale and had to dow down to four miles an hour. The steamer seemed to be about fifty miles from the centre of the gale from that time until 8 p. m. the following

The steamer Hammonia came to the bar at 4:30 a. m. She encountered westerly winds to the New-foundland Banks, and after that fresh easterly winds and fog. Other steamers that arrived were the Penn-land, from Antwerp; the Guthell, from Bremen; the Roanoke, from Norfolk; the Elder, the Basil and Lasselle, and the England.

The steamers that are overdue are the City of Columbia, of the Ward Line; the Bermuda, and the Bombay, from Geraltar. The Columbia left Havana on Thursday of last week, and was due here on Mo day. Some apprehension was felt yesterday about her. She had a fair complement of passengers and a large cargo. The Columbia was built nine years ago and registered 1,878 tons. The Clenfuegos was due on Wednesday and the Bombay on Monday. No fullrigged ships put out of this port yesterlay. Many ships are overdue, but as far as could be learned. there was no fear as to their safety. The steamers that arrived yesterday reported that they did not strike the gale until they got into American waters. The pilotboats that were out yesterday are Hope, No. 1; America, No. 21; Washington, No. 22; Ambrose Snow, No. 12; T. S. Nagus, No. 1, and the David Cornell, No. 4. Nobody seemed to be afraid

terday were the Tallahassee, the Rotterdam, the Gellert and the Atlanta, A dispatch to the Maritime Exchange yesterday said that the big steamer William R. Grace had gone ashore off Cape Henlopen, at the entrance of Delaware Bay. The Grace left this port about a year ago for San Francisco and Havre, loaded deeply with wheat, and is on her return trip.

about these pilothoats. The outgoing steamers yes

The revenue boat Manhattan went through the anchorage grounds twice yesterday and found all vessels in the lower bay riding the waves to two anchors. Several were out of anchorage grounds, but it was unsafe to attempt to get them back. A heavy gale and a terrible sea were met with both time

some steamers hal some difficulty in making their rips. The Pligrim, of the Fall River Line, which sengers. This was a work of several hours, as there were 1,400 people on board, and it was almost midnight before the last passengers were landed in the city. The voyage over was comparatively pleasant mill the vessel met the storm raging off the Eastern coast.

NO HOPE OF IMMEDIATE RELIEF.

Sergeant Dunn's accustomed cheerfulness has described him at last. After manifully battling with the storm for three days, and typing in vain to discover a hopeful outlook, he has deckled to let the elements take their owll course. Since Wednesday morning the storm has maintained its position, obstinately refused to the based at about 12:30 o'clock. The Continental, which was thought to be the boat ashore, was seen by the officers of the City of Springfield, riding about 500 miles off the Virginia coast. Of all the rain that has fallen on the Middle Atlantic coast New York has had by far the largest share. Up to 6 Richmond, Metropolitan, Rosedale and several other some steamers had some difficulty in making their

ing the wind velocity was at twenty-four miles an hour, being northerly everywhere on the coast, except in New-England, where it was northeast. The tides were almost as high as ever yesterday and showed no sign of abatement.

As though the sum of human misery were not complete, there comes news of another huge storm which is making havor all through the Missouri Valley and headling direct for this district. If it should arrive in New-York before the cyclone has bad a chance to move away, people living in this city will be present at a service of linemen at work yesterday repairing its wires and re-establishing its interrupted communications. Connections have been pretty fairly made again all over Long Island and at all other points on the maintain where they were interrupted communications. Connections have been pretty fairly made again all over Long Island and at all other points on the maintain where they were interrupted communications. Connections have been pretty fairly made again all over Long Island and at all other points on the maintain where they were interrupted communications. Connections have been pretty fairly made again all over Long Island and at all other points on the maintain where they were interrupted communications. Connections have been pretty fairly made again all over Long Island and at all other points on the maintain where they were interrupted communications. Connections have been pretty fairly made again all over Long Island and at all other points on the maintain where they were interrupted communications. Connections have been pretty fairly made again all over Long Island and at all other points on the maintain where they were interrupted communications. Connections have been pretty fairly made again all over Long Island and at all other points on the maintain where they were interrupted by the storm except along the timestal points of the following the storm of the followin

#### JERSEY CITY STILL SUFFERS. COMPUTING THE DAMAGE IN THE SUBURBAN BATTLE OF NORTH POINT FOUGHT ANEW

TOWNS.

The cellars in the lower part of Jersey City were looded again yesterday and the occupants are wondering when they will see the floors once more. the tide chbs the water recedes, but leaves a thick carpeting of mud. The Morgan-st. dock, the only wharf the city owns, was submerged yesterday Wharfinger Bremner was obliged to take a rowboat to get to his office. The inundation seriously interfered with the business of the Hudson Ice Company, whose barges are unloading at the public pier. Everywhere throughout the city can be seen fallen trees and limbs broken from trees. John V. Oram's boat-house, on the Newark Bay shore, was seriously damaged. His boats broke away from their moorings and he and his sons

At 4:30 p. m. yesterday the Oceanic Yacht Club's louse, on the Communipaw shore, was carried off its The house was in process of const. ...tion and had about reached completion. When the wind carried it smaller yachts were sunk during the afternoon. The meadows still continue flooded, and on the Hoboker flats the people in many cases have been obliged to sy an officer who was on the Atlanta when she made | take refuge in the upper part of their houses at high

The heavy storm which continued with great fury rmored ships of her class and tonnage affont. She in Rockland County yesterday caused great damage to crops of various kinds. Corn, which is raised in large quantities there, looked promising in the first good weather in the heavy seas that we met off the continuous the large part of it is totally ruined by being broken off a large part of it is totally ruined by being broken off of the week, but now it is lying flat in the mud and heavy gale and tempestuous seas she averaged 11 1.2 in fine shape the first of the week, is now in wretched condition, and Rockland County farmers feel greatly discouraged over the fruitless result of their labors. Apples and pears will also show a loss.

much sorrow among the rowing clubs along the west \$10,000, on which they have about \$5,700 in the Greenwich and Providence Insurance Company of Washington. The citeb will meet at Old Fellows Hall, Hobolten, on Saturday night to take measures to get new boats in place of the sixteen lost and the cite weeked.

Coney Island yesterday presented a dismal ap-pearance, although the heavy waves which threatened to sweep it from the face of the earth had receded. under water ten feet deep, and a party of four erday.

## TWO OLD WAR-SHIPS TO BE SOLD.

THE QUINNEBAUG AND JUNIATA CONDEMNED -THEIR HISTORIES. The Navy Department has decided that the wooden

emned and disposed of to the junk-dealers who will bid highest for them for the old materials that are in This decision is in accordance with an Act of Congress, the boards who inspected them having reported that they cannot be put in condition for active ervice at a cost within twenty per ent of the cost of similar vessels. cent The Quinnebaug is at the Navy Yard, having recently returned from an eight-years' cruise in the European Squadron. She is of the same class as the Juniaia, Ossipee, Galena and Swatara, and was completed at Philadelphia in 1877. Her bollers have been repeatedly repaired, but they are absolutely worn out and new ones and repairs to the engines would cost about \$50,000. Her hull has also been found to be in bad condition in many places, and she would require new masts and space.

The Juniata is a much older ship, and was built at Philadelphia in 1802, at the same time that the Ossipce was built. She recently returned from the Asiatic squadron and is in about as bad a condition as the Quinnebaug. The Juniatz not only won a good record in blockading and squadron duty during the Civil War, but she will be recorded among the vessels that have battied with leebergs and feetleds in the Arctic. She was selected in 1873 as the leading vessel in the search expedition for the Polaris survivors, their vessel having been crushed, near Lyttleton Island, the winter before. It was the vessel upon which the late Lieutenant-Commander G. W. De Long and Lieutenant Charles W. Chipp, got their first experience in Arctic life. After her return, in November, 1873, in the midst of the Cuban troubles, the vessel was dispatched at once to Cuba in connection with the settlement of the Virginius troubles. Philadelphia in 1862, at the same time that the Ossipce

PROTECTING SOURCES OF INFORMATION. Indianapolis, Sept. 12 (Special).-It has been de-ided by the Marion County Climinal Court that a newspaper editor cannot be required to disclose to a Grand Jury the name of a person from whom pubished information is obtained, unless it is first established that the informaton relates to a crime actually committed. Several weeks ago "The Journal" of this city stated that there was poker-playing in the Indiana Insane Hospital, and when the officers of the institution demanded an investigation by the Grand Jury, H. S. New, managing editor of the paper, was called upon to give the name of the person from whom the published information was obtained. He refused to comply with the request and was cited for concempt. The Court on Tuesday decided that he was not guilty of contempt and could not be heid. ity stated that there was poker-playing in the Indiana

# CURIOUS WAVE IN A WATERFALL.

From The Boston Advertiser.

A Boston lawyer, who has just returned from a trip in Maine, tells of a curious phenomenon existing at the Livermore Falls in that State. At the foot of one of the dams the descending water seems to be driven back with so much force that half way up the column of water there is an ever moving line of water, like a crease in a piece of cloth. This has an effect upon the surrounding atmosphere that is almost incredibly great. The phenomenon is not observable at all times, but when the "wave" is visible on the falling water, objects sospended in the air at some distance from the falls are observed to vibrate perceptibly in a regular movement. The vibration while perceptible at the time when the "wave" can be seen, seems to stop almost instantly after the "wave" disappears, and it seems almost certain that the latter causes the former. From The Boston Advertiser.

# A CHRONOMETER ENDURES A LONG FREEZE.

A CHRONOMETER ENDURES A LONG FREEZE.

From the Philadelphia Telegraph.

In 1876 Czytain Nares, of the British Navy, now sir George Nares, then in command of the last Royal expedition to the Arctic regions, discovered this chronometer at Newman's Bay. He dug it out of the snow and took it to England with him on his return. It had then been buried in the snow for four years, in a region where the thermometer sinks to 104 degrees below freezing point. It was found to be in perfect order, and was wound and ran all right as soon as taken from its cold bed. On retarning to England, Captain Nares turned the instrument over to the British Admiralty Office, whence it was sent as a present to this Government. With all this experience, it loses only a single second in twenty-four hours.



## BALTIMORE CELEBRATION.

THE BRITISH DEFEATED AGAIN AT PIMLICO-THE MIMIC ARMIES HAVE A REAL STRUG.

> GLE WITH MUD AND STORM. IBY TELEGRAPH TO THE TRIBUNE,

Baltimore, Sept. 12.-Had it not been fof the wretched weather this would have been the greatest day of Baltimore's celebration. The seventy ever, found the 3,000 militia in enthusiastic spirits and anxious to brave the deep mud and wade through pools of water to engage in the miniature battle at Pimlico. The flerce northwester still raged and the tattered flags and dripping bunting on the buildings added to the gloomy appearance of the city. The day's programme opened with the labor parade. The various trade unions and the Knights of Labo had made elaborate preparations for it. Work in all branches of mechanics had been suspended and the unions, in order to secure a large turnout, had imposed a penalty on all members failing to join the ranks. In the face of the driving rainsform about 3,000, or one-half the number that had been expected to march in the parade, formed in line and burely marched five miles, ruining their Sunday clothes and wetting themselves to the skin. Only the Baltimore Labor of Washington, Wilmington and other place ing which was to have followed the parada was abandoned and meetings instead were held in the Twelve thousand people braved the storm to wit-

ness the sham battle this afternoon at Pimlico. Twothirds of them would not have gone had they known that they would be soaked and would be forced to tramp through mud over a foot deep. A spec from Washington brought Vice-President General Albert Ordway and other Army and Navy officers, Third Assistant Postmaster General Hazen and other postal officers. The can were run direct to the field of battle at Pimlieu the distinguished visitors viewing the engagemen from the Jockey Club House. Governor Jackson lovernor Biggs, of Delaware, and State and cirofficials also witnessed the fight, which began a as shed, a number of soldiers had their faces and hands burned by the blank cartridges, several sustain ing painful injuries. The two armies, the Britist and the American, comprised nearly all the Maryland National Guard, United States Regulars from Fort McHenry and Washington and visiting organizations from Pennsylvania, Delaware, Virginia and the District of Columbia. General Clinton P. Paine im-personated General Lemuel Smith in command of the Army, impersonated General John Stricker, in com-mand of the Maryland Brigade. For the British, Jeneral Ross was Impersonated by Lieutenant J. S.

General Ross was impersonated by Lieuterant 3. S.
Bull, of the brigade staff. General Brooke, who socceeded General Ross in command of the British forces
after the fall of General Ross, was impersonated by
Colonel Charles D. Gaither, of the 5th Regimen,
Maryland National Guard.

The movements and evolutions of the troops during
the real battle at North Point were followed out
carefully. Notwithstanding the furious rainstorm, the
troops moved and fought in true battle style, and the
display elicited hearty applause from the hundreds
of old veterans and the United States Army officers
who withessed it. It was one of the biggest sham
battles ever fought in this country, and the bounding
of cannon and volleys of maybetry could be heard who witnessed it. It was one of the biggest sham battles ever fought in this country, and the bounding of cannon and volleys of muskerry could be heard miles away. Owing to the murky weather the movements of the troops were most of the time obscured by the clouds of smoke.

Postmaster-(ieneral Wanamaker dedicated the new postoffice this evening. Vice-President Morton did not remain or this ceremony, but left Baltimore for New-York immediately after the sham battle. Owing

President and Postmaster-General to make their appearance on the stand. Daniel E. Couldin presided at the dedication exercises. Mayor Larrole made the address of welcome, and after a chorus of 500 voices had sung "My Maryland," the Postmaster-General was introduced, receiving an enthusiastic greeting. Mr. Wanamaker spoke briefly, complimening the city on its progress, and expressing the hope that is business would so rapidly increase as soon to require even a larger postoffice. R. Stockett Mathews and Francis P. Stevens also made addresses, To-day's festivities closed with a grand ball at Concordia Opera House.

#### A GRAND ARMY CLUB-HOUSE IN CHICAGO. Chleago, Sept. 12 (Special).-Even the National

rand Army of the Republic is to be prestituted by the bleago real estate boomers in the effort to secure the forld's Fa'r. At the last meeting of Hancock Post this city one of the leading lights of the Post took he floor and read to the body assembled the parties lars of the project that he and others have been disc ussing for some weeks. The plan is this: A National countities well be appointed by the different posts to raise enough money among the Grand Army of the Republic men of the whole country to construct is this city what will be known as the National Veterans Club-house. The building will be in this city, ready for use by 1892, provided the World's Fair is to be held in Chicago. This club-house is to cost somewhere in the neighborhood of \$100,000, thus making a small In the neighborhood of \$100,000, thus making a small contribution on the part of the 600,000 vetrans in this country all that will be necessary to raise the required amount of money. The club-house will be a general stopping place for old soldiers during the exposition and after that it will always be open to the comrades who visit the city. The Post is almost a unit in favor of the scheme and the matter has been referred to a committee for promulgation.

THE STANDARD'S PURCHASE IN NEW-HAVEN. New-Haven, Conn., Sept. 12 (special). The Standard Oil Company to-day signed a contract with M. L. Morehouse, of Meriden, for the erection of a plant in this city. The contract price is \$12,000. The buildings will be erected on Oyster Point, at the western extremity of the city, on the grounds upon which it has been proposed to lay out a scashore park. The injunction which was granted to property owners in the neighborhood prohibiting the standard from creating buildings there has not been dissolved.

# O. G. WARREN IN THE CITY.

O. G. Warren, Editor of "The Buffalo Commercial," in the city, and said yesterday that although he. with all of the western New-York Republicans, favored the nomination of Judge Albert Haight, of Buffalo, for Judge of the Court of Appeals, he had not been holding conferences in this city, as several papers said yesterday. He is here on business connected with his paper only. Ex-Congressman Ward is with him.

# A SNOW-FLOWER.

From The St. Louis Republic.

A very remarkable account has been admitted into the Mondes' of a so-called snow-flower, said to have been discovered by tount Anthoskoff in the most northern portion of Siberia, where the ground is continually covered with frost. This wonderful object shouts forth from the frozen soil only on the first day of each succeeding year. It shines for but a single day, then resolves to its original elements. The bases are three in number and each about three inches in diameter. They are developed only on that side of the seem toward the north, and each seems covered with microscopic crystals of show.

The flower, when it opens, is star-shaped, its petals of the same length of the leaves and about half an inch in width. On the third day the extremities of the authers, which are five in number, show minute, glistening specks, the diamonds, about the size of a pin's head, which are the seeds of this wenderful flower. Anthoskoff collected some of these seeds and carried them with him to st. Peicesburg. They were placed in a pot of snow, where they remained for some time. On the 1st of the following January the miraculous snow-flower burst through its key covering and displayed its beauties to the wondering Russian royalty.